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6. Empty cars which were completely overhauled were made available as State Reserve in all areas of regional railroad headquarters. They included flatcars, gondola cars, boxcars and tank cars. Most of the cars kept available in the area of the Magdeburg regional headquarters were boxcars, while five trains of gondola cars, each with 60 cars, and about 100 tank cars were kept available in Halle. Most of the gondola cars involved had removable front walls. These cars were not listed with the park of operational cars.

7. In early June 1953, it was decreed that all RRYm-type cars be withdrawn from traffic and be held available. Cars sidetracked prior to 3 June included 30 in Brandenburg, 15 in Seddin and 15 in Potsdam.¹

8. In late May 1953, source learned from an informant that cars were assembled and held available in the Wismar-Hagenow-Luebs area of the Schwerin regional railroad headquarters.²

9. Boxcars assembled at various places prior to 13 June, included 150 in Salzwedel, 100 in Stendal, 50 in Schoenhausen, and 40 in Packelusch. They were overhauled cars which had been winterized and since 9 June, were guarded by Soviet soldiers.³

10. On 22 May, the Strastburg and Blumenhagen locomotive columns, and on 27 May, the Ducherow and Ruednitz locomotive columns were still kept cold.⁴

11. In late May, 14 locomotives previously stationed at Blumenhagen were in Loecknitz.⁴

12. A railroad teletype letter, dated 8 June 1953, indicated that 4 locomotives sidetracked in Loecknitz and 1 locomotive sidetracked in Ruednitz be transferred for operational employment to Frankfurt/Oder on 8 June.⁴

13. [redacted] effective 3 June 1953, the daily coal consumption quotas were as follows:

<u>Railroad District</u>	<u>Tons</u>
Berlin	2,540
Greifswald	920
Schwerin	1,060
Magdeburg	2,210
Halle	3,560
Erfurt	2,950
Dresden	3,260
Cottbus	1,400

Total 17,900 tons

14. [redacted] coal stocks of the East German railroads were as follows:

	<u>28 May</u>	<u>3 June</u>	<u>7 June</u>
Ruhr hard coal	1,300 tons	1,300 tons	1,300 tons
Other hard coal	86,400 "	90,400 "	94,100 "
Brown coal briquettes	62,800 "	57,700 "	53,600 "
	150,500 tons	149,400 tons	149,000 tons

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15. The 3d subdistrict office of the Berlin regional railroad headquarters previously located in Rangsdorf could be reached by rail only via the West sector and was integrated with the second subdistrict office in Gruenau in an effort to make direct rail connection between the 3d subdistrict office and the Berlin regional railroad headquarters possible and to avoid official trips across the West sector. A similar measure was planned for the 5th subdistrict office of the Berlin regional railroad headquarters which was stationed at Lusternau and will be pooled with the 6th subdistrict office in Pankow and be located there.⁷

16. During the period from 1 April to 1 May 1953, the new VP transport control headquarters was established with the Halle regional railroad headquarters. Its organization was completed on 1 May 1953. Its personnel included Kalisch (fnu), SED member, who had been office chief at the Leipzig-Schoenefeld railroad station and was made chief of the transport control headquarters ranking as VP senior lieutenant; Jungfer (fnu), SED member, who had been an employee at the audit office of the Halle regional railroad headquarters and served as deputy chief ranking as VP lieutenant; and Isenborn (fnu), who had been employed at the Oebisfelde railroad station of the Magdeburg regional railroad headquarters and ranked as VP lieutenant.⁸

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1. Comment. The RRM-type car is a new heavy-duty type flatcar which has been built in East Germany since 1952 and which, because of its load capacity and loading length, is able to carry 2 heavy tanks. On 16 May 1953, 1,292 of these cars were available. They are under the exclusive control of the JCC. They were to be held available at suitable railroad stations.

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2. Comment. The information tends to indicate that, as in previous years, a GML (Freight car control office) car reserve will be established. It cannot yet be determined whether it will be used for economic or military purposes.

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3. Comment. These 340 cars were possibly made available for units of the Second or Fourth Gds Mecz Armies which completed a field exercise in this area and were to be shipped away.

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4. Comment. The locomotives kept cold belong to the deactivated locomotive columns No 6 in Strassburg, No 12 at Blumenhagen, No 13 at Ducherow and No 3 at Ruednitz. Column No 12 was apparently transferred from Blumenhagen to Loecknitz. Loecknitz is located about 30 km east of Blumenhagen on the same line.

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5. Comment. As compared with the preceding month, the daily consumption quota was increased by 200 tons.

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6. Comment. As compared with the last reported coal stocks on 28 April 1953, the hard coal stocks had increased by about 10,000 tons on 7 June 1953, while the brown coal briquette stocks decreased by 12,000 tons. On the basis of the new daily consumption quota of 17,900 tons mentioned in paragraph 13, coal stocks available were adequate for 8.3 days' requirements. It must, however, be noted that the raw brown coal, coke and coal dust stocks were not listed. They averaged 22,000 tons, 1500 tons and 500 tons respectively or a total of 24,000 tons equivalent for 1.4 days' requirements which must be added. The total result thus would be 9.7 daily requirements as compared with 9.8 daily requirements available in late April 1953.

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7. [REDACTED] Comment. Another source also reported that the 3d subdistrict office would be deactivated. [REDACTED] These measures are predicated upon political rather than operational requirements and were taken to avoid passage across the West sectors of Berlin.

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8. [REDACTED] Comment. Information on the establishment of VP transport control headquarters with the regional railroad headquarters has already been submitted, [REDACTED]

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